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407 Spruce Circle
Watsonville, CA 95076-3635
December 3, 2002

FAA-03-14249-1

Petition for Exemption Extension
Rules Docket (AGC-10)
Federal Aviation Administration
800 Independence Avenue S.W.
Washington D.C. 20591

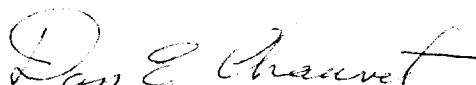
Petition for Exemption Extension/Renewal

On May 20, 1999 I was granted Exemption No. 6896 which exempts me as a flight instructor from 91.109(a) and (b)(3), code of Federal Regulations (14 CFR). Please see the enclosed photocopy of that exemption. That exemption terminated on May 21, 2001.

From May 1999 until the expiration of that exemption I continued to conduct flight instruction in various throwover control wheel airplanes of the Beechcraft Baron, Bonanza, Debonair, and Travel Air types. This training was for the purposes of obtaining Instrument Ratings, recurrent training, Flight Reviews, Instrument Proficiency Checks, one or more phases of the FAA-sponsored pilot proficiency award program (FAR 61.56(e)), and transitions required by insurance requirements. All of these operations have been conducted with a high level of safety. I now need to continue the above instructional activity.

Nothing has changed since the original exemption was granted. I hereby request that Exemption No. 6896 be extended/renewed for the appropriate duration, as determined by your office.

Sincerely,



Dan E. Chauvet, 1432384 CFI
Petitioner



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

MAY 20 1999

Exemption No. 6896
Regulatory Docket No. 29533

Mr. Dan E. Chauvet
147 Mesa Verde Drive
Watsonville, CA 95076

Dear Mr. Chauvet:

By letter dated March 30, 1999, you petitioned the Federal Aviation Administration (FAA) for an exemption from § 91.109(a) and (b)(3) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to permit you to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls.

The FAA issued a grant of exemption in circumstances similar in all material respects to those presented in your petition. In Grant of Exemption No. 6533 (copy enclosed), the FAA determined that with conditions and limitations, certain flight instruction could be conducted in an airplane with a functioning throwover control wheel with a level of safety equivalent to that provided by the regulations. The FAA noted that 14 CFR § 61.45(c) permits FAA personnel and designated pilot examiners to conduct pilot certification flight tests in aircraft not equipped with dual controls. The FAA found that in the last 20 years those operations have been conducted without an adverse impact on safety.

In Grant of Exemption No. 6804 (copy enclosed), the FAA also found that the Beechcraft Debonair airplane was similar in design and operating characteristics to the Beechcraft Bonanza and, with certain conditions and limitations, similar flight instruction could be conducted in those Beechcraft Debonair airplanes with an equivalent level of safety. In granting the exemptions, the FAA noted that the petitioners sought to provide instrument flight instruction only for pilots who are rated and qualified to act as pilot in command (PIC) in a Beechcraft Bonanza, Baron, or Travel Air.

AFS-99-264-E

Having reviewed your reasons for requesting an exemption, I find that they do not differ materially from those presented by the petitioners in the enclosed grants of exemption. In addition, I have determined that the reasons stated by the FAA for granting the enclosed exemptions also apply to the situation you present.

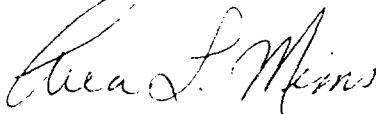
In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator (14 CFR § 11.53), Mr. Dan E. Chauvet is granted an exemption from 14 CFR § 91.109(a) and (b)(3) to the extent necessary to conduct certain flight instruction and simulated instrument flights to meet recent instrument experience requirements in certain Beechcraft airplanes equipped with a functioning throwover control wheel in place of functioning dual controls. This exemption is subject to the following conditions and limitations:

1. Operations conducted under the authority of this exemption are limited to flights for the following purposes:
 - a. To complete the flight review required by § 61.56(a);
 - b. To conduct the training necessary to accomplish one or more phases of an FAA-sponsored pilot proficiency award program provided for in § 61.56(e); and
 - c. To accomplish the recency of instrument experience requirements of § 61.57(c)(1) and (d).
2. Operations conducted under the authority of this exemption are limited to Beechcraft Baron, Bonanza, Debonair, and Travel Air airplanes equipped with a functioning throwover control wheel and operable rudder pedals in lieu of functioning dual controls.
3. The pilot receiving the instruction under the authority of this exemption must be qualified in every respect to serve as PIC of the airplane during the entire training period. During the instruction, the pilot receiving the training must, at all times, serve as and remain PIC as defined in 14 CFR § 1.1. The PIC must agree to the provisions of this exemption.
4. While serving as a flight instructor under the authority of this exemption, Mr. Chauvet must—
 - a. Be fully qualified to serve as PIC and flight instructor in the airplane involved, as required by § 61.195(b) and (f); and
 - b. Have given at least 25 hours of dual instruction in the airplane involved.

5. Mr. Chauvet, when serving as the flight instructor under the provisions of this exemption, and the PIC (the pilot receiving training) must agree that the proposed flight, under the conditions in evidence at the time, can be conducted safely.

This exemption terminates on May 21, 2001, unless sooner superseded or rescinded.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ava L. Mims".

Ava L. Mims
Deputy Director, Flight Standards Service

Enclosures